

TECHNICAL MEMORANDUM

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From: Maris Fry, EIT
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Date: March 9, 2016

Subject: 25 M Street, SE – ZC No. 08-30C
Proposed TDM and Loading Management Plans

Introduction

This memorandum outlines the proposed Transportation Demand Management (TDM) plan and the loading management plan for the 25 M Street development, located in the Southeast quadrant of the District, in conjunction with its Capitol Gateway Overlay Review Modification application (ZC No. 08-30C). The development was originally approved through ZC Order 08-30 and ZC Order 08-30A in 2009 and 2011, respectively. The plans outlined below serve as updates to the approved TDM and loading management plans in order to be more consistent with current DDOT expectations and plans for similar developments near the site that have recently been approved.

Transportation Demand Management (TDM) Plan

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The Applicant proposes the following TDM measures to be included in the TDM Plan:

- The Applicant will identify a TDM Leader (for planning, construction, and operations). The TDM Leader will work with goDCgo staff to create free customized marketing materials and a TDM outreach plan for tenants.
- The building management will provide updated contact information for the TDM Leader and report TDM efforts and amenities to goDCgo staff once per year.
- The building management will stock Metrorail, Metrobus, DC Circulator, Capital Bikeshare, Guaranteed Ride Home, DC Commuter Benefits Law, and other brochures.
- The Applicant will comply with Zoning requirements to provide bicycle parking/storage facilities. This includes secure parking located in the garage for tenants.
- The Applicant will provide a bicycle maintenance facility within the building.
- The Applicant will provide shower and locker facilities to tenants of the building to encourage cycling as a mode.

- The Applicant will place an electronic message board in the lobby that provides real-time information on nearby transit services.
- The Applicant will install two (2) electric car charging stations within the parking garage.

Loading Management Plan

Due to the back-in maneuvers associated with the development, a loading management plan is proposed in relation to the office and retail uses. Back-in maneuvers are not standard for street operations, and although Van Street acts like an alley, it is technically designated as a street. The proposed loading management plan is as follows:

- Deliveries will be permitted between 7:00 AM and 4:00 PM, seven days a week, except for when events occur at Nationals Park. Deliveries cannot be scheduled for the period between two (2) hours when an event begins and one (1) hour after an event is completed, including during the event itself.
- Building management will not schedule deliveries during Nationals Park events as defined above when there could be heavier than typical pedestrian traffic on Van Street.
- Unscheduled deliveries such as FedEx, UPS, US Postal Service or courier are not subject to the restriction.
- A loading dock manager will supervise deliveries to the loading dock. For vehicles larger than 20' in length, the loading dock manager or designated representative will assist vehicles backing into the loading facilities to manage conflicts with pedestrian and vehicle traffic on Van Street.
- Building management will post a sign in a highly visible location within the loading area that states that all loading activities must be scheduled through building management. Deliveries by FedEx, UPS, US Postal Service or courier are excluded.
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.